

APPENDIX H
Proposed Amendments 9-28-2012

**DOVER/KENT COUNTY
METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2012-2015 and 2013-2016**

Approved: May 4, 2011

Amended: September 7, 2011

Amended November 7, 2012 to include FY 2016

Prepared at the Direction of the
Dover/Kent County Metropolitan Planning Organization Council

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Background

The Dover/Kent County Metropolitan Planning Organization (Dover/Kent County MPO) is the transportation planning organization for Kent County, Delaware and its municipalities. The Dover/Kent County MPO was established in 1992 under the mandates of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, which requires that a metropolitan planning process be established in urbanized areas with a population greater than 50,000. The Dover urbanized area exceeded that threshold by the 1990 U.S. Census of Population, with a figure of 50,757. In 2010, the urbanized area population was determined to be 110,769, a 75% increase from the 2000 population of 65,044. The population of Kent County grew from 126,697 in 2000 to 162,310 persons in the 2010 decennial census, a 28% increase.

But

Transportation funding was reauthorized as Moving Ahead for Progress in the 21st century (MAP-21) in 2012. The Transportation Improvement Program (TIP) is one of the products that the federal legislation requires a metropolitan planning organization to prepare at least every four years. The purpose of the TIP is to disclose transportation projects for which federal funding will be sought over a four year period. The TIP should reflect the region's priorities, represent a consensus among state and regional officials, show a direct relationship to the regional transportation plan, be financially constrained, and conform with federal air quality regulations as they relate to transportation. Finally, the TIP must be subjected to thorough public review during development and prior to adoption.

The 2012-2015 Dover/Kent County MPO TIP amended on September 7, 2011 was prepared from the 2012 Consolidated Transportation Program in coordination with Delaware's Capital Transportation Program (CTP) and the MPO's 2030 Regional Transportation Plan (RTP). This latest amendment was required to add a FY 2016 amounts to the TIP based on the new and substantially reformed FY 13-FY CTP. This document was amended November 7 to represent the results of the State's budget process. Members of the MPO Council, Technical Advisory (TAC), and Public Advisory Committees (PAC) were briefed on list of projects and changes from the previous version. Public input was solicited at PAC meetings held throughout Kent County, and during a free bus tour of TIP project sites. The Delaware Department of Transportation (DelDOT) analyzed financial and air quality requirements for the MPO.

The funds anticipated to be used for the Kent County road and transit projects in the TIP during FY 2012, FY 2013, FY 2014, FY 2015 and FY 2016 are \$ 0,229,500; \$29,256,004; \$32,490,905; 42,950,200; and \$58,307,000 respectively. The Federal amount to be spent on these five years is \$18,768,300, \$24,287,004; \$29,404,008; 37,369,240; and \$46,219,500 respectively. In addition to these projects, DelDOT maintains and operates the transportation system under statewide categories such as bridge inspection, pavement rehabilitation, roadway signage, intersection improvements and statewide transit services and equipment. The actual amount of funds to be spent from these statewide categories in the MPO's region cannot always be determined since projects are selected based on statewide needs. A small percentage of costs for statewide projects within the MPO's region is federally funded. This amended MPO TIP will be submitted to DelDOT as the region's input for the FY 2013 Statewide Transportation Improvement Program (STIP).

Regional Goals

Kent County has a diverse economy and population. The City of Dover is a strong metropolitan hub situated in the center of the county in a growth corridor that extends from Smyrna to the north and Milford to the south. Inside the functional growth corridor and actual Kent County Growth Zone are the largest employers, include Dover Air Force Base, the State of Delaware, Kraft General Foods USA, BayHealth Medical Center, the Eagle Group, General Metalcraft Inc., Proctor and Gamble, Inc., and ILC Dover, Inc. The regional warehouse of Wal-Mart, located in Smyrna, has also been playing a greater role in the economic development of the area. Outside of the growth corridor, the county's economy is predominantly agricultural, including a well-established but dwindling Amish community. The presence of three four-year colleges and one two-year college and their satellite locations enhances the region's ability to attract and maintain a diverse community.

On January 28, 2009, the MPO adopted its RTP. The RTP, which has a 20-year planning horizon, assesses the region's short-term improvement needs, projects future needs, projects the funds available to meet the needs, and identifies goals and objectives to meet those needs. The RTP must be financially reasonable and result in a positive impact on the region's air quality. The Dover/Kent County Metropolitan Planning Organization is preparing an update to the Regional Transportation Plan, expected to be approved in January, 2013. The regional planning process is being coordinated with DelDOT's statewide planning process, the Office of State Planning Coordination's State Strategies for Policies and Spending, Kent County's Comprehensive Plan Update, and Dover's Comprehensive Plan Update and other plans in the region.

The RTP provides, and will provide, a framework to guide future transportation planning, programming activities, and policy alternatives. The following goals are identified for Kent County:

- Strengthen the diverse and relatively stable local economy;
- Maintain the current quality of life, including the agricultural economy, the abundant natural resources and open space, and the accessibility of political leaders;
- Manage growth effectively by ensuring adequate infrastructure is available to support desired growth patterns;
- Improve access and mobility while ensuring the safety and security of all citizens; and
- Preserve and expand transportation infrastructure to safely and efficiently transport people and goods.

A hierarchy of fundamental strategies has been developed to support these goals and further guide transportation planning and programming decisions for transportation investments by:

- Preserving and maintaining the existing transportation system;
- Improving management of the existing transportation system;
- Developing and expanding multiple transportation modes; and
- Providing additional roadway system capacity.

Projects in the FY2012 TIP, as amended, were drawn from the 2030 RTP. The MPO will have adopted an update of the 2009 RTP during the FY 2013 program year, likely at the beginning of CY 2013.

The Prioritization Process

Projects being considered for inclusion in the TIP were originally prioritized using a numerical scoring system to reflect qualitative ratings based on transportation system data. This process was developed by members of the PAC and TAC and adopted by the MPO Council in 2003.

The process consists of a 10-factor matrix that covers the eight factors from SAFETEA-LU that the MPO must consider. A score is assigned to each factor for each project based on information about the project supplied on the project submittal form. The criteria for assigning the ratings and the scales used (high, medium, low, not applicable, or negative) are identical for all project types. Actual ratings are made based on judgments of how well the objective data meets the rating criteria. Once a rating is established for each criterion, it is converted to a numerical score: high = 3, medium = 2, low = 1, not applicable = 0, and negative impact = -1. The numerical scores are multiplied by the weights shown in Table 1, then aggregated for a total score for each project. The MPO is now researching alternative prioritization methodologies to ensure the TIP meets current needs.

Table 1. Factors, Definitions and Weights for TIP Project Scoring

Factor	Description	Weight
Safety	Extent to which project location represents a safety hazard/solution for motorists, pedestrians, bicyclists and/or transit users.	0.20
Support for Comprehensive/ Community Plans	Extent to which the project supports policies or is derived from an approved County or Municipal Comprehensive Plan or a special transportation study, such as corridor study or	0.20

Factor	Description	Weight
	bike plan.	
Environmental Justice	Extent to which project has disproportionately high and adverse effects on minority and low-income populations or disproportionately benefits populations not protected under Title VI of the Civil Rights Act of 1964.	0.10
Transit	Support shifting people/goods to rail or bus; or support more efficient operation of rail or bus.	0.05
Pedestrian/Bicycle Travel	Extent to which project incorporates/supports/enhances bicycle/pedestrian access or use.	0.05
Environmental Impacts	Extent to which project avoids problems related to drainage, noise, cultural/historic areas, and ecologically sensitive areas.	0.03
Economic Impacts	Extent to which project supports worker and customer access to major commercial sites, freight, access to major business/industrial sites, and transshipment points, and supports economic development.	0.05
System Continuity	Extent to which a project fills a gap or eliminates functional bottlenecks/pinch points and/or project has been identified by the congestion management system as having a problem.	0.10
Sustainability	Extent to which forecast levels of performance will be sustained, based on professional judgment about the certainty of, or confidence in assumptions, forecasting and analysis of project impacts.	0.02
Consistency with the MPO Regional Transportation Plan	Extent to which projects support/implement goals.	0.20
Total		1.00

(The state of Delaware department of transportation has experienced a major upheaval in the past few years. The result was a significant contraction in the amount of funds made available for these projects and realignment of the states CTP. The priority list included in the 2009 RTP has, for the most part, been retained in this new 2013 RTP. To implement the priority process, each MPO member was given the opportunity to submit projects for inclusion in the TIP throughout the year. Once a rating was adopted for each project, a letter was sent to the Secretary of Transportation requesting that the project(s) be funded in the CTP and TIP.

Public Participation

Public review was an integral aspect of the TIP process. Public participation was solicited through PAC, TAC and Council meetings and typically with a free bus tour of proposed project sites. The MPO did not create a new TIP for FY 2013 through FY 2016. Staff determined that a tip based bus tour would not show anything new and so was cancelled for the year.

The last bus tour was April 9, 2011, and visited proposed, active, and recently completed TIP project locations throughout Kent County. The MPO staff, assisted by a member of the Kent County Planning staff and representatives from DelDOT, guided the tour and provide information about the proposed project locations being visited and conditions in the county that impact transportation policy. During the tour, the public and media had the opportunity to ask questions and interact with the PAC and staff.

The MPO is offering the opportunity for public comment beginning Monday, October 1, 2012 through November 5, 2012. The MPO will also provide an opportunity for comment specifically on the TIP at the October 10, 2012 TAC meeting, the October 23, 2012 PAC, and the November 7, 2012 Council meeting before the Council will vote on this document. Similarly, the MPO offered the opportunity to comment on the TIP amendments to the TAC, PAC and public

News releases and advisories publicizing all of the meetings will be posted on the MPO's website and sent to members of each MPO committee, print and electronic media outlets, each of the libraries in Kent County, state legislators representing Kent County and contiguous areas, Kent County Levy Court, mayors of Kent County municipalities, and Dover City Council. Copies of the draft TIP will be made available to anyone who asks. Copies of the draft document will be posted on the MPO's website.

To comply with the requirements of Title VI, with reference to the FY 2012-2015 TIP and the FY 2013-2016 amendments, the MPO will make an extra effort to include minorities and low-income populations in the decision-making process of submitted projects through the implementation of its public participation policy and representation on the MPO's PAC. When a proposed project is located in an Environmental Justice (EJ) neighborhood, special measures are taken to reach out to those who would be affected and the free bus tour will give all members of the community an opportunity to be part of transportation programming in the MPO area.

Air Quality Conformity

Overview

Kent County is part of the Philadelphia-Wilmington-Trenton non-attainment area, though was not cited as a non-attainment county for Ozone. In July, 2012, Kent County was only cited as nonattainment for the 8 hour Ozone standard. As the federally-designated metropolitan planning organization for Kent County, DE, The Dover/Kent County MPO, is required through federal regulations to

show that the RTP and the 2011-2014 TIP complies with the requirements of the 1990 Clean Air Act and subsequent amendments (CAA).

To comply with the CAA, the MPO must demonstrate that the transportation system created through implementation of the RTP and 2012-2015 TIP and the 2013-2016 Amendment does not generate more emissions than allowed in the emissions budget set by the Delaware Department of Natural Resources and Environmental Control (DNREC) in the State Implementation Plan (SIP). The SIP is also approved by the US EPA. The emissions targeted for the Dover/Kent County MPO region are the two major ozone contributors, volatile organic compounds (VOCs) and nitrogen oxide (NO_x). During development of the RTP and 2010-2013 TIP, NO_x and VOC emissions were tested in Kent County for 2010, 2020, and 2030 against the MOBILE6.2 eight-hour ozone standard attainment plan budgets. Because the proposed TIP adds no new non-exempt, regionally significant projects, the analysis previously completed is accurate. These tested amounts mirror the budgets set in the latest revision to the Kent County rate of progress plan which the EPA approved on November 20, 2008.

The 2012-2015 TIP

The projects in the 2012-2015 TIP and the 2013-2016 Amendments were represented in the RTP. There have been no significant changes in the scope of the projects and no non-exempt, regionally significant projects have been added. The modeling process completed for the Regional Transportation Plan and 2010-2013 TIP remains an accurate analysis of air quality impacts. The results of the modeling process can be found in the 2010-2013 TIP as Appendix B or the RTP on the MPO website at -.

Determination

The Dover/Kent County MPO 2012-2015 Transportation Improvement Program conforms to the SIP.

Program Categories and Project List

The FY 2012-2015 TIP and the 2013-2016 Amendments mirror DelDOT's FY 2012-2017 and 2013-2018 Adopted CTP. The projects and funded amounts included in this 2012-2015 TIP with the 2013-2016 amendments reflect the amounts allocated in the 2012-2017 CTP for years of FY2012 through 2015 and in the 2013-2018 CTP. Projects are divided according to the portion of the transportation system in which each is allocated: Road System: Expressways, Arterials, Collectors, Locals, Bridges and Other. Transit System: Vehicles, Amenities, and Rail.

Table 3 lists statewide projects and programs for which funding is being requested for fiscal years 2013, 2014, 2015 and 2016. These are predominantly funding programs that include projects in all three Delaware counties. More information about these projects and programs can be found in the FY 2012-2017 CTP and the FY 2013-2018 CTP. These 2012-2015 TIP amendment and 2013-2016 amendments reflect the CTP's prepared for the fiscal years.

Appendix A lists the projects in the MPO's planning area for which funding is being requested for fiscal years 2012, 2013, 2014, 2015 and 2016. The majority of the projects are Road System projects. The appendix provides a project description, location map and pictures of each project. Funding, both authorizations and spend are listed in thousands for each project in each year of the TIP.

Appendix D lists projects which have been submitted to the TIP through the RTP, but have not been funded. Once a project is submitted to the TIP, it is kept on the prioritized list until it is funded or the MPO decides to remove it.

Table 3: 2011 Identified Statewide Projects

PROJECT (x000)	FY 2012 TOTAL	FY 2013 TOTAL	FY 2014 TOTAL	FY 2015 TOTAL	FY 2016 TOTAL	2012-2016 TOTAL
ROAD						
Bicycle, Pedestrian and other Improvements		5,373.0	12,272.1	470.0	0.0	18,115.1
Recreational Trails T200830001	1100.0	1,486.1	1,080.0	1,095.7	900.5	5,668.3
LOCALS						
BRIDGES						
Bridge Management	5,385.0	18,510.0	18,510.0	18,510.0	18,300.0	79,215.0

PROJECT (x000)	FY 2012 TOTAL	FY 2013 TOTAL	FY 2014 TOTAL	FY 2015 TOTAL	FY 2016 TOTAL	2012-2016 TOTAL
Bridge Preservation	4389.9	4600.0	3300.0	3300.0	3300.0	18,889.9
TRANSPORTATION ENHANCEMENTS	3615.5	3615.5	2500.0	12500.0	15000.0	31,875.0
PAVING & REHABILITATION	4,790.5	4566.8	4540.5	4540.5	4540.5	22,978.8
SIGNAGE & PAVEMENT MARKINGS	118,191.0	99,563.8	34,800	27,450	37,000	317,004.8.0
MATERIALS & MINOR CONTRACTS	2,400.0	3,200	3,200	3,200	3,200	15,200.0
RAIL CROSSING SAFETY	8,000.0	5,800	6,539.1	5,539.1	5,547.6	31,425.8
SAFETY	2,196.7	1,951.9	2,261.7	2,261.7	2,261.7	10,933.7
TRAFFIC CALMING	4,055.2	2,762.2	2,722.2	2,722.2	2,722.2	14,984.0
ENGINEERING & CONTINGENCY	87,039.5	28,282.7	30,007.9	29,976.9	30,967.9	206,274.9
INTERSECTION IMPROVEMENTS	9,200.0	6,065.0	5,800.0	5,800.0	5,800.0	32,655.0
CORRIDOR CAPACITY PRES		3,000.0	0.0	3,000.0	0.0	6,000.0
SUPPORT						
AERONAUTICS	924.9	743.7	743.7	743.7	743.7	3,899.7
PLANNING	8,415.6	13,578.9	5,911.6	8,033.4	7,967.5	35,491.4
Local TAP		350.0	280.0	280.0	280.0	1190.0
MPO/FHWA		1840.5	1840.5	1840.5	1840.5	7362.0
MPO/FTA		478.2	478.2	478.2	478.2	1912.8
Planning PD		2037.0	880.0	880.0	880.0	4677.0
Records Management		1000.0	0.0	0.0	0.0	1000.0
Rural TAP		78.2	78.2	78.2	78.2	312.8

PROJECT (x000)	FY 2012 TOTAL	FY 2013 TOTAL	FY 2014 TOTAL	FY 2015 TOTAL	FY 2016 TOTAL	2012-2016 TOTAL
Safe Routes to School		990.0	990.0	990.0	990.0	3960.0
Scenic Byways		3163.8	545.8	65.9	0.0	3775.5
Statewide Planning & Research/FHWA		3516.9	3296.3	3296.3	3296.3	13,405.8
Statewide Planning & Research/FTA		124.3	124.3	124.3	124.3	497.2
TECHNOLOGY	7,381.2	6,081.2	6,381.2	6,681.2	6,981.2	33,506.0
DBE		125.0	125.0	125.0	125.0	500.0
IT Initiatives		5800.0	6100.0	6400.0	6700.0	25,000.0
OJT/ Support Services		100.0	100.0	100.0	100.0	400.0
Summer Institute		56.2	56.2	56.2	56.2	224.58
HEAVY EQUIPMENT	6,500.0	7,700.0	12,800.0	10,800.0	10,800.0	48,600.0
TRANSPORTATION FACILITIES	9,800.0	2300.0	680.0	680.0	680.0	14,140.0
TRANSPORTATION MANAGEMENT IMPROVEMENTS	8,200.0	8376.2	7889.0	7902.8	7902.8	40,270.8
ENGINEERING & CONTINGENCY	200.0	200.0	200.0	200.0	200.0	1000.0
ADVANCED ACQUISITIONS	2,000.0	0.0	1000.0	1000.0	1000.0	5,000.0
TRANSIT						
RAIL	350.0	1,080.0	300.0	350.0	350.0	2,430.0
TRANSIT FACILITIES	100.0	4,070.0	3,252.8	100.0	100.0	7,522.8
TRANSIT VEHICLES	9,837.1	5,834.8	5,133.8	3,538.2	2,530.1	26,847.0

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APPENDIX A
Funded Dover/Kent County MPO Projects

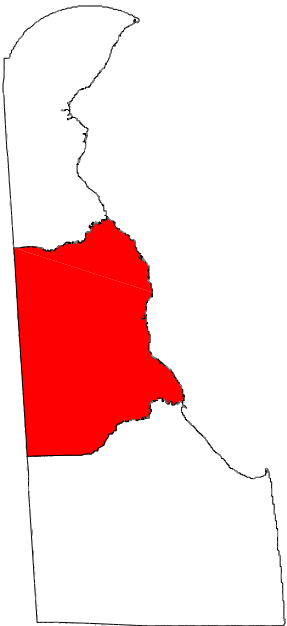
ROAD SYSTEM - ARTERIALS

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP), - KENT COUNTY

PROJECT SCOPE/DESCRIPTION: This program is a federally funded program to identify locations and reduce the severity and frequency of accidents. This is done through the identification of locations, accident patterns, conducting field studies, and developing potential solutions. The program utilizes a technical committee to review identified locations with a focus towards implementation of low cost high benefit solutions (signing, striping, signals). However, the program does identify several locations each year that involve large-scale design and capital construction projects. HSIP funds are designated within specific project requests. The proposed projects in Kent County to be addressed in this program are listed in the Funding Schedule below.

PROJECT JUSTIFICATION: These improvements are federally-mandated safety programs and intersection programs that provide safe turning movements.

County:	Kent
Funding Program:	Road System – Arterials
Estimated Cost:	\$7,300,000
MPO Priority Rating:	N/A (HSIP)



HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP), - KENT COUNTY

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
S State St @ Sorghum Mill Rd	PE									
	RW	500.0								500.0
	C			400.0	1600.0					2000.0
SR 8 @ Pearsons Corner Rd	PE									
	RW									
	C	200.0								200.0
US 13 @ Carpenter Bridge Rd	PE									
	RW									
	C			500.0	2000.0					2500.0
SR 300, Glenwood Ave.	PE			20.0	80.0					100.0
	RW			80.0	320.0					400.0
	C					220.0	880.0			1100.0

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2015 Total
S State St @ Sorghum Mill Rd	PE	50.0										50.0
	RW	500.0		430.0								930.0
	C			200.0	800.0							1000.0
SR 8 @ Pearsons Corner Rd	PE											
	RW	434.3										434.3
	C	200.0	1800.0	121.6	1094.4							3216.0
US 13 @ Carpenter Bridge Rd	PE											
	RW	50.0	450.0	53.5	481.5							1035.0
	C				1000		1000					2000.0
SR 300, Glenwood Ave.	PE			4.0	16.0							20.0
	RW					60.0	240.0					300.0
	C								550.0		550.0	1100.0

LOOCKERMAN STREET AND FOREST STREET IMPROVEMENTS

PROJECT SCOPE/DESCRIPTION: A recent study recommended the need to address the deficiencies of the existing roadway and to provide a more safe, effective, and efficient intersection at the intersection. The recommendations concluded the need for improvements to the roads and curbs, provision of bicycle ways and improve pedestrian facilities. A solution for the intersection of Loockerman, Forest, Kirkwood is to construct a round-about to minimize perpendicular conflicts.

PROJECT JUSTIFICATION: The recommendations of the study focused on improving safety, signalization and promoting various modes of transportation.

Municipality:	Dover
Funding Program:	Road System – Arterials
Functional Category:	Management
Representative District:	31
Senatorial District:	17
Estimated Cost:	\$4,146,830
MPO Priority Score:	2.83



LOOCKERMAN STREET AND FOREST STREET IMPROVEMENTS

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Governors Ave, Webb's Ln to Water St 20-045-02	PD	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0
	PE	0.0	0	0.0	0.0	300.0	0.0	0.0	0.0	300.0
	RW	0.0	0	0.0	0.0	100.0	0.0	0.0	0.0	100.0
	C	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0
	Total	0.0	0	0.0	0.0	400.0	0.0	0.0	0.0	400.0

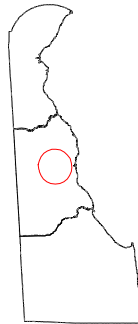
Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
Governors Ave, Webb's Ln to Water St 20-045-02	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
	PE	0.0	0.0	0.0	0.0	150.0	0.0	150.0	0.0	0.0	0.0	300.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	150.0	0.0	150.0	0.0	100.0	0.0	400.0

SOUTH GOVERNOR'S AVENUE, WEBB'S LANE TO WATER STREET

PROJECT SCOPE/DESCRIPTION: A recent study recommended the need to address the deficiencies of the existing roadway and to provide a consistent roadway section throughout the corridor. The recommendations concluded the need for the typical roadway section to include a 14-foot two-way center turn lane, a five-foot shoulder in each direction, curbing on both sides of the road (closed drainage), a three-foot grass buffer on each side of the road, and a five-foot sidewalk on each side of the road. In addition to these improvements, the existing culvert at Puncheon Run will be replaced with a new bridge with improved hydraulics and aesthetics.

PROJECT JUSTIFICATION: The recommendations of the study focused on improving safety, drainage, and signalization and promoting various modes of transportation.

Municipality:	Dover
Funding Program:	Road System – Arterials
Functional Category:	Management
Representative District:	31, 32
Senatorial District:	17
Estimated Cost:	\$19,987,100
MPO Priority Score:	2.83



SOUTH GOVERNOR'S AVENUE, WEBB'S LANE TO WATER STREET

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Governors Ave, Webb's Ln to Water St 20-045-02	PD	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0
	PE	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0
	RW	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0
	C	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0
	Total	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2015 Total
Governors Ave, Webb's Ln to Water St 20-045-02	PD	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0			0
	PE	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0			0
	RW	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0			0
	C	26.4	105.7	20.0	80.0	0.0	0.0	0.0	0.0			232.1
	Total	26.4	105.7	20.0	80.0	0.0	0.0	0.0	0.0			232.1

SR 1 AT NE FRONT STEET, MILFORD GRADE SEPARATED INTERSECTION

PROJECT SCOPE/DESCRIPTION: This project includes the construction of a grade-separated intersection at the intersection of SR 1 and ne Front Street in Milford as part of the improvements to SR1 in Kent County.

PROJECT JUSTIFICATION: The intersection of SR 1 , Bay Road, and SR 14, NE Front Street, is a high accident intersection. This project will preserve traffic capacity and safety in accordance with the Corridor Capacity Preservation Program.

Municipality:	Milford
Funding Program:	Road System – Arterials
Functional Category:	Management
Representative District:	33
Senatorial District:	16
Estimated Cost:	\$28,600,000
MPO Priority Score:	2.72



SR 1 AT NE FRONT STEET, MILFORD GRADE SEPARATED INTERSECTION

		Project Authorization Schedule (X \$000)								
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
SR 1 at NE Front Street Grade Separated Intersection	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	1200.0	4800.0	0.0	0.0	6000.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	1200.0	4800.0	0.0	0.0	6000.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

		Project Funding Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2016 Total
SR 1 at NE Front Street Grade Separated Intersection	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	60.0	240.0	80.0	320.0	40.0	160.0	0.0	0.0	0.0	0.0	900.0
	RW	0.0	0.0	0.0	0.0	600.0	3000.0	0.0	3000.0	0.0	0.0	6000.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2200.0	8800.0	11000.0
	Total	60.0	240.0	80.0	320.0	640.0	3160.0	0.0	3000.0	2200.0	8800.0	17900.0

SR 1, LITTLE HEAVEN GRADE-SEPARATED INTERSECTIONS

PROJECT SCOPE/DESCRIPTION: This project includes the construction of new SR 1 northbound lanes and a service road, east of SR 1 from K371, Barratts Chapel Road to K373, Mulberrie Point Road, in Little Heaven. The existing SR 1 northbound lanes will be converted to SR 1 southbound lanes, and the existing SR 1 southbound lanes will be converted to a service road. The project also includes the construction of a grade-separation at K18, Bowers Beach Road, which will provide access to and from the service roads on either side of SR 1.

PROJECT JUSTIFICATION: The intersection of SR 1 and K18 has been targeted as a high accident intersection. The improvements will enhance safety and preserve traffic capacity along the SR 1 corridor. The service road will provide access for multiple developments both existing and proposed.

Municipality:

Funding Program:

Functional Category:

Representative District:

Senatorial District:

Estimated Cost:

MPO Priority Rating:

Road System – Arterials

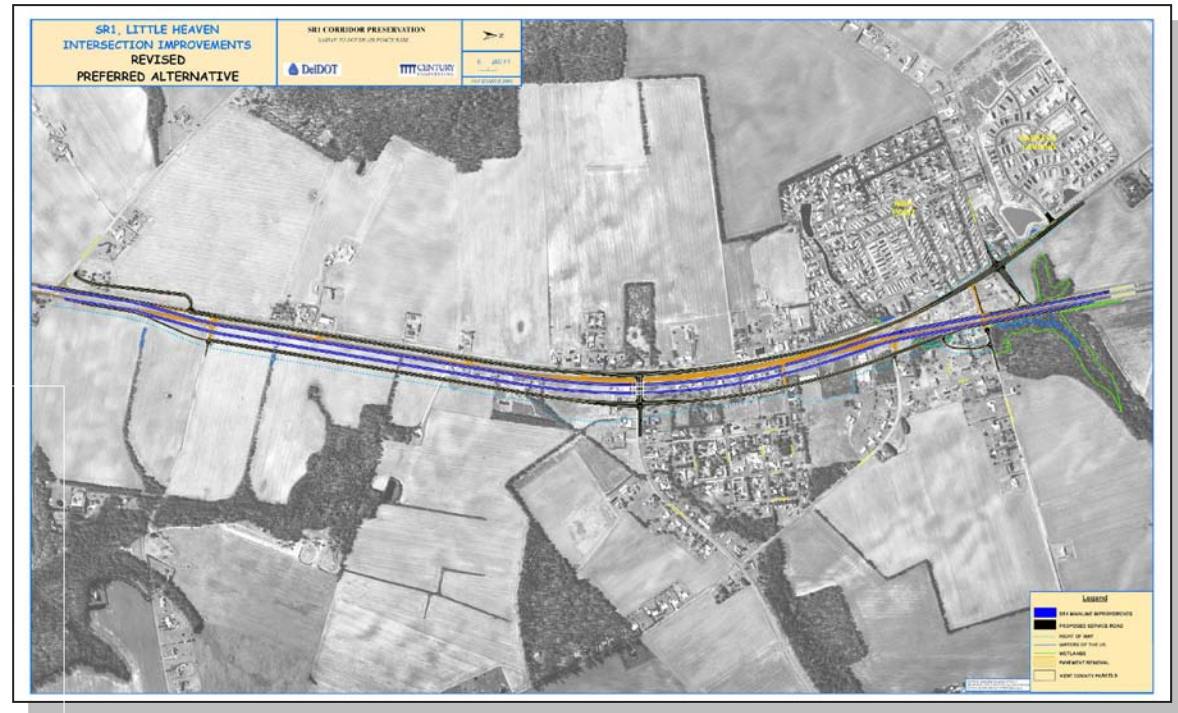
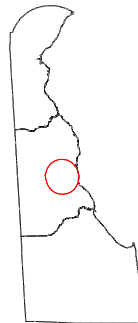
Management

33

16

\$72,575,800

2.16



SR 1, LITTLE HEAVEN GRADE-SEPARATED INTERSECTIONS

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
SR 1/Little Heaven Grade Separated Intersection 24-122-04	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	9000.0	16000.0	25000.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
SR 1/Little Heaven Grade Separated Intersection 24-122-04	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	50.0	200.0	80.0	320.0	30.0	120.0	0.0	0.0	0.0	0.0	800.0
	RW	500.0	2000.0	750.0	3000.0	777.3	2305.6	0.0	0.0	0.0	0.0	9332.9
	C	0.0	0.0	0.0	0.0	0.0	0.0	1250.0	5000.0	3000.0	12000.0	21250.0
	Total	550.0	2200.0	830.0	3320.0	807.3	2425.6	1250.0	5000.0	3000.0	12000.0	31382.9

SR 1 AT SOUTH FREDERICA GRADE SEPARATED INTERSECTION

PROJECT SCOPE/DESCRIPTION: This project includes improvements at the intersections of SR 1 and Frederica Road (K389) and SR 1 and Tub Mill Pond Road (K120). The proposed improvements will enhance the capacity and safety of the SR 1 corridor.

PROJECT JUSTIFICATION: The project will preserve traffic capacity and improve safety in accordance with the Corridor Capacity Preservation Program.

Municipality:	Frederica
Funding Program:	Road System – Arterials
Functional Category:	Management
Representative District:	33
Senatorial District:	16
Estimated Cost:	\$29,150,000
MPO Priority Rating:	2.11



SR 1 AT SOUTH FREDERICA GRADE SEPARATED INTERSECTION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
SR 1/South Frederica Grade Separated Intersection	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	940.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	940.0
	C	0.0	0.0	0.0	0.0	4300.0	11700.0	0.0	5500.0	21500.0
	Total	940.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

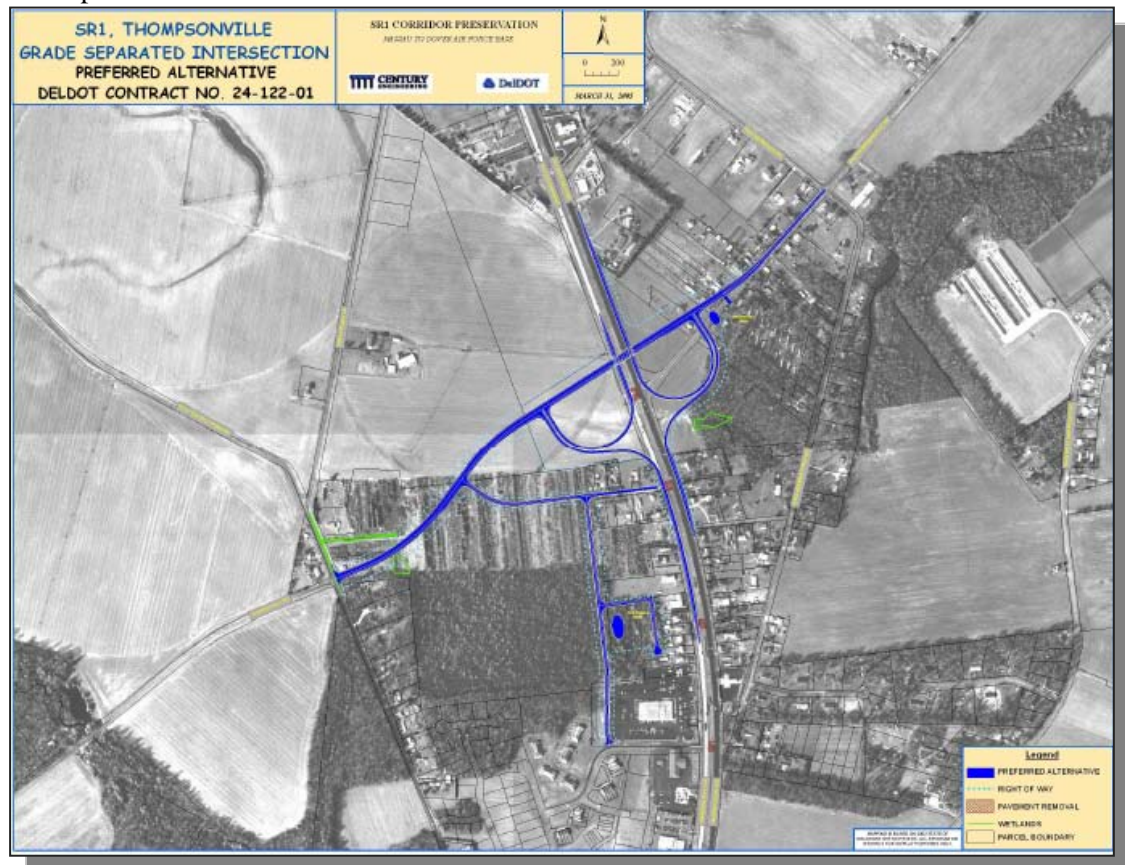
Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
SR 1/South Frederica Grade Separated Intersection	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	80.0	320.0	0.0	0.0	0.0	0.0	0.0	0.0	400.0
	RW	540.0	2160.0	740.0	2960.0	0.0	0.0	0.0	0.0	0.0	0.0	6400.0
	C	0.0	0.0	0.0	0.0	0.0	9500.0	0.0	12000.0	0.0	0.0	21500.0
	Total	540.0	2160.0	820.0	3280.0	0.0	9500.0	0.0	12000.0	0.0	0.0	28300.0

SR 1, THOMPSONVILLE ROAD GRADE SEPARATED INTERSECTION

PROJECT SCOPE/DESCRIPTION: This project includes the construction of a grade-separated interchange at this intersection and extension of Thompsonville Road from the proposed interchange to the intersection of Tub Mill Road (K119) and Church Hill Road (K404). This project will also include the removal of the existing traffic signal at this intersection as well as the removal of median crossovers in the immediate vicinity. Preparations, including right-of-way acquisition was budgeted in 2011 and construction is set to begin in 2016.

PROJECT JUSTIFICATION: This intersection has been targeted as a high accident-prone intersection. The improvements will enhance safety and improve traffic flow along the SR 1 corridor. The improvements will also provide an alternate route to access west Milford.

County:	Kent
Municipality:	
Funding Program:	Road System – Arterials
Functional Category:	Management
Representative District:	33
Senatorial District:	16
Estimated Cost:	\$26,088,500
MPO Priority Rating:	2.49



SR 1, THOMPSONVILLE ROAD GRADE SEPARATED INTERSECTION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
SR 1 / Thompsonville Road Grade Separated Intersection 24-122-01	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

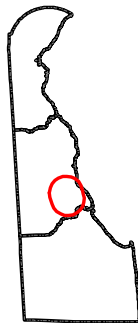
Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2015 Total
SR 1/ Thompsonville Road Grade Separated Intersection 24-122-01	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	2.0	8.0	2.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0
	RW	840.3	3360.9	120.0	480.0	400.0	1600.0	0.0	0.0	0.0	0.0	6801.2
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2300.0	9200.0	11500.0
	Total	842.3	3368.9	122.0	488.0	400.0	1600.0	0.0	0.0	2300.0	9200.0	18321.2

SR 1, NORTH FREDERICA GRADE SEPARATED INTERSECTION

PROJECT SCOPE/DESCRIPTION: This project includes the construction of a grade-separated interchange at this intersection with a proposed on/off access interchange provided along SR 12. The project will also include the construction of acceleration/deceleration lanes for access to the proposed interchange along northbound SR 1. The existing median crossover at this intersection will be eliminated with this improvement. Construction is ongoing and anticipated to be completed in FY 2011, with no expenditures anticipated in FY 2012 or beyond.

PROJECT JUSTIFICATION: The improvements to this intersection will enhance safety and improve traffic flow along the SR 1 corridor.

Municipality:	Frederica
Funding Program:	Road System – Arterials
Functional Category:	Management
Representative District:	33
Senatorial District:	16
Estimated Cost:	\$11,924,700
MPO Priority Rating:	2.29



SR 1, NORTH FREDERICA GRADE SEPARATED INTERSECTION

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
SR 1/North Frederica Grade Separated Intersection 24-122-03	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

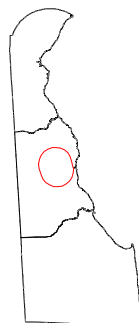
Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2015 Total
SR 1/North Frederica Grade Separated Intersection 24-122-03	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	819.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	819.4
	Total	0.0	819.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	819.4

US 13 PEDESTRIAN IMPROVEMENTS, COURT STREET TO LOOCKERMAN STREET

PROJECT SCOPE/DESCRIPTION: The proposed pedestrian improvements are intended to provide a safer traveling environment for pedestrian and transit customers. The improvements are intended to increase pedestrian connectivity and will include curb cuts where they do not exist, new sidewalks, replacement of existing sidewalk, reduction of excessively high curbs, and installation of pedestrian signals at major crossings, installation of cross walk striping and creation of raised median islands for pedestrian refuge.

PROJECT JUSTIFICATION: It is evident from the wide range of land use and observed patterns that pedestrians are walking in the corridor. There are gaps in the sidewalk network and mobility for the disabled is restricted by the absence of adequate curb cuts. Curbs are too high in some locations and the wide, high volume roadway should have refuge islands and pedestrian signals to improve safety. Project was coordinated with the replacement of Wawa.

County:	Kent
Municipality:	Dover
Funding Program:	Road System – Arterials
Functional Category:	Management
Representative District:	31, 32
Senatorial District:	17
Estimated Cost:	\$6,600,000
MPO Priority Rating:	2.52



US 13 PEDESTRIAN IMPROVEMENTS, COURT STREET TO LOOCKERMAN STREET

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
US 13 Pedestrian Improvements Townsend Blvd. to College Rd. 04-012-01	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	12.0	400.0	0.0	0.0	0.0	0.0	0.0	0.0	412.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	12.0	400.0	0.0	0.0	0.0	0.0	0.0	0.0	412.0

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
US 13 Pedestrian Improvements Townsend Blvd. to College Rd. 25-012-01	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	00.0
	PE	100.0	400.0	50.0	200.0	50.0	200.0	0.0	0.0	0.0	0.0	1000.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	100.0	400.0	50.0	200.0	50.0	200.0	0.0	0.0	0.0	0.0	1000.0

ROAD SYSTEM - COLLECTORS

CARTER ROAD (K137) , SUNNYSIDE ROAD TO WHEATLEY'S POND ROAD

PROJECT SCOPE/DESCRIPTION: Funding is requested to improve vehicle, pedestrian, and bicycle travel along Carter Road (K137) between Sunnyside Road (K90) and Wheatley's Pond Road (SR300) in Smyrna. The improvements will involve widening Carter Road to two 11-foot lanes with two five-foot shoulders, installing curbs and sidewalks on one or both sides (both if in the Town of Smyrna from South Street to Mill Creek based on town ordinance), and addressing closed drainage (for four storm water basins), traffic calming, and safety improvements.

PROJECT JUSTIFICATION: The project was identified through the Pipeline process and the Dover/Kent County MPO. The project has been through an extensive public process.



County:	Kent
Municipality:	Smyrna
Funding Program:	Road System – Collectors
Functional Category:	Management
Representative District:	8, 28
Senatorial District:	15
Estimated Cost:	\$8,000,000
MPO Priority Rating:	2.52



CARTER ROAD (K137) , SUNNYSIDE ROAD TO WHEATLEY'S POND ROAD

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Carter Rd from Sunnyside Ro to Wheatleys Pond Rd 23-016-01	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

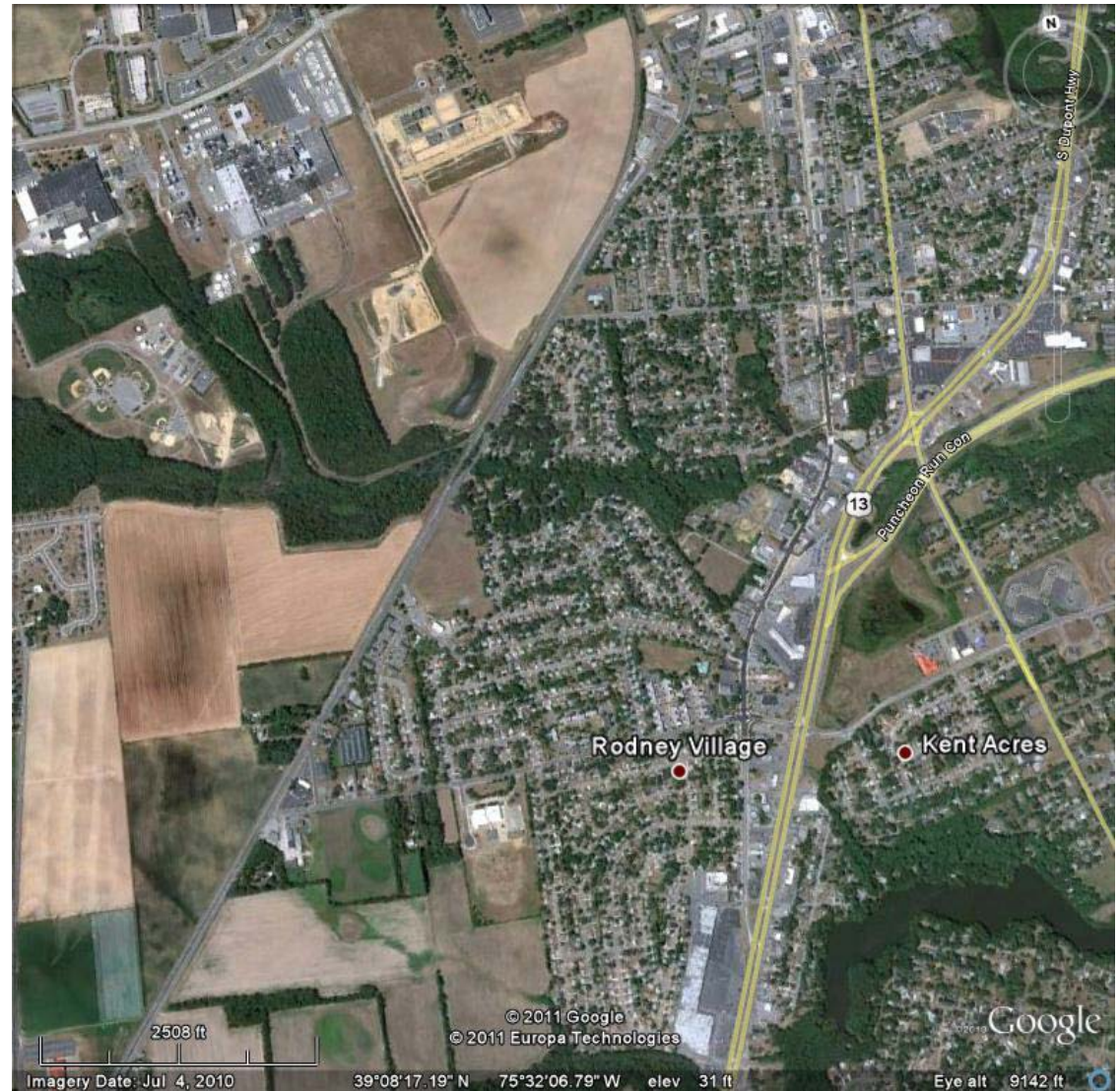
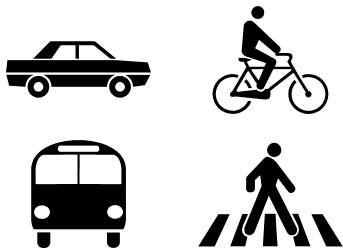
Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
Carter Rd from Sunnyside Ro to Wheatleys Pond Rd 23-016-01	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	701.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	701.7
	C	417.8	1671.0	1047.0	4188.0	113.0	452.0	0.0	0.0	0.0	0.0	7888.8
	Total	417.8	2372.7	1047.0	4188.0	113.0	452.0	0.0	0.0	0.0	0.0	8590.5

WEST DOVER CONNECTOR

PROJECT SCOPE/DESCRIPTION: A preferred alternative for the continuation of Saulsbury Road (SR15) through the Eden Hill property to US 13 has been identified and announced. The project is to address the transportation needs of the community as dictated by pending development and overall traffic growth and congestion in central Dover.

PROJECT JUSTIFICATION: The Dover/Kent County MPO Long Range Transportation Plan identifies the need for this project.

County:	Kent
Municipality:	Dover
Funding Program:	Road System – Collectors
Functional Category:	Expansion
Representative District:	31, 32
Senatorial District:	17
Estimated Cost:	\$49,784,000
MPO Priority Rating:	2.10



WEST DOVER CONNECTOR

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
West Dover Connector 24-117-01	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	5500.0	0.0	4300.3	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	3821.0	6250.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	8121.3	0.0	0.0	0.0	0.0	0.0

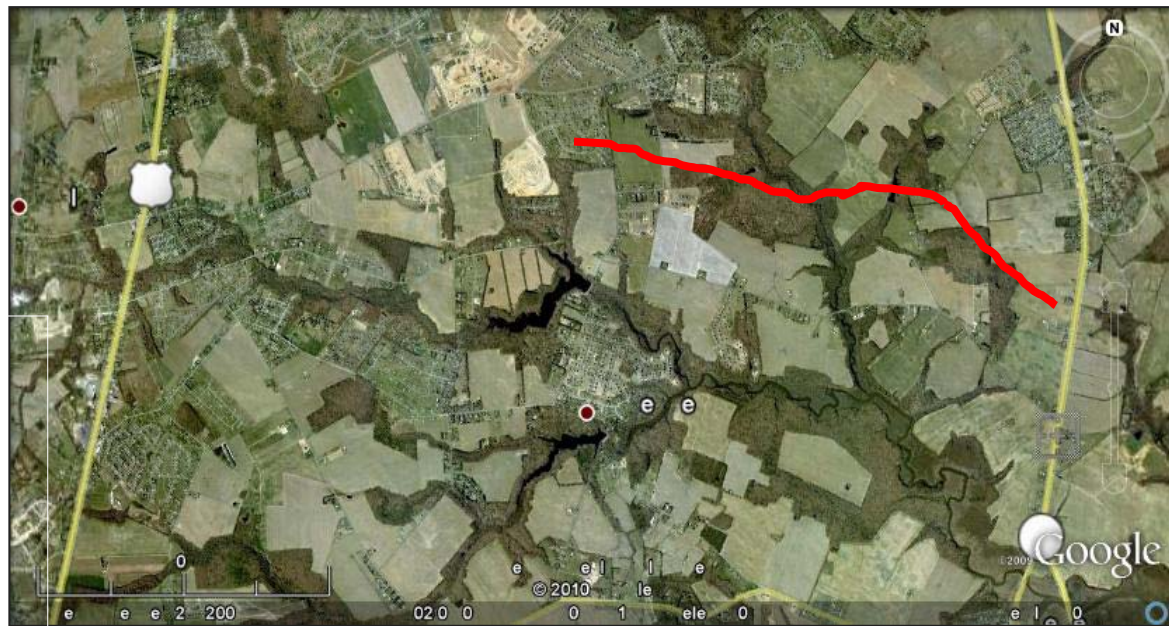
Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
West Dover Connector 24-117-01	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	330.0	1320.0	200.0	800.0	80.0	320.0	0.0	0.0	0.0	0.0	3050.0
	RW	0.0	50.0	0.0	4500.0	0.0	4500.4	0.0	0.0	0.0	0.0	9050.4
	C	0.0	0.0	0.0	0.0	0.0	0.0	3600.0	14400.0	3600.0	14400.0	36000.0
	Total	330.0	1370.0	200.0	9300.0	80.0	4820.4	3600.0	14400.0	3600.0	14400.0	52100.4

BARRATTS CHAPEL ROAD

PROJECT SCOPE/DESCRIPTION: This project will upgrade the road to meet its functional classification and provide 12-foot lanes and 8-foot shoulders, shared use path, drainage improvements, and utility relocations from SR 1 to McGinnis Pond Rd.

PROJECT JUSTIFICATION: Rapid concurrent development along Barratts Chapel requires the road to be improved to its functional classification. The road improvements are requirements of the development in the area. The developers will contribute for a majority of the project, but this will be a DelDOT project. By having DelDOT do the work, coordination of all the projects is improved and there will be reduced traffic interruptions for the public.

County:	Kent
Funding Program:	Road System – Collectors
Functional Category:	Management
Representative District:	34
Senatorial District:	15
Estimated Cost:	\$33,610,839
MPO Priority Rating:	2.17



BARRATTS CHAPEL ROAD

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Barratts Chapel Road	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	250.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	250.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	250.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	250.0

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
Barratts Chapel Road	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	500.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	300.0	0.0	800.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	500.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	300.0	0.0	800.0

HEP KC, SR. 10 & SR. 15 INTERSECTION IMPROVEMENTS

PROJECT SCOPE/DESCRIPTION: The existing intersection of SR.10-Willow Grove Road & SR 15-Moose Lodge Road/Dundee Road includes no traffic control devices for the mainline (SR.10) and stop signs for the side roads. This project proposes replacing the existing intersection with a round-about.

PROJECT JUSTIFICATION; This project was cited in the 2011 hazard in the nation program, Site C for safety improvements.

County:	Kent
Funding Program:	Road System – Local
Functional Category:	Management
Representative District:	34
Senatorial District:	15 17
Estimated Cost:	\$635,000



HEP KC, SR. 10 & SR. 15 INTERSECTION IMPROVEMENTS

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
HEP KC, SR. 10 & SR. 15 INTERSECTION IMPROVEMENTS	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
HEP KC, SR. 10 & SR. 15 INTERSECTION IMPROVEMENTS	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	2.0	10.0	1.5	13.5	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	10.0	90.0	0.0	0.0	100.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	450.0	500.0
	Total	0.0	0.0	2.0	10.0	1.5	13.5	10.0	90.0	50.0	450.0	627.0

LOCAL ROADS

WYOMING MILL ROAD

PROJECT SCOPE/DESCRIPTION: This project was funded through a specific Congressional authorization to realign Wyoming Mill Road to straighten and create an intersection with the entrance to the Village of Westover. The project will include installation of a traffic signal to allow vehicles on both Wyoming Mill Road and Westover Drive to safely access and cross North Street/Hazletville Road. The property between the current and proposed Wyoming Mill Road will be donated to the City of Dover to expand Schutte Park.

PROJECT JUSTIFICATION: Hazletville Road is unavailable to cross or access at times of the day. Wyoming Mill Road currently intersects a few hundred yards away from the Westover Drive intersection. There is insufficient space to allow adequate separation of traffic lights. Match intersections and adding a single control device solves the issues at this location.

Municipality:

Funding Program: Road System – Locals

Functional Category: Management

Representative District: 32, 34

Senatorial District: 17

Estimated Cost: \$4,545,000

MPO Priority Rating: 2.16



Wyoming Mill Road

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Wyoming Mill Road	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
Wyoming Mill Road	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	126.7	2109.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2236.0
	Total	126.7	2109.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2236.0

CLARENCE STREET EXTENDED

PROJECT SCOPE/DESCRIPTION: The city of Dover proposes a 750 feet extension of Clarence street, which would extend Clarence street north from its current terminus at Slaughter Street and connect it to Forest Street.

PROJECT JUSTIFICATION: The Clarence street extension project he's needed to improve the efficiency of the downtown transportation system, alleviate traffic congestion by creating a north-south connector that extends the existing grid system, improve access to the existing transit, bicycle and pedestrian network and enhance the sustainability and the ability of the surrounding residential, mixed use in commercial neighborhoods

Municipality:

Funding Program: Road System – Locals

Functional Category: Management

Representative District: 32, 34

Senatorial District: 17

Estimated Cost: \$1,423,400



CLARENCE STREET EXTENDED

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
<i>Clarence Street Extended</i>	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
<i>Clarence Street Extended</i>	PD	0.0	0.0	2.9	18.1	0.0	0.0	0.0	0.0	0.0	0.0	21.0
	PE	0.0	0.0	0.0	470.8	0.0	0.0	0.0	0.0	0.0	0.0	470.8
	RW	126.7	2109.3	0.0	0.0	0.0	300.0	0.0	0.0	0.0	0.0	2536.0
	Total	126.7	2109.3	2.9	488.9	0.0	300.0	0.0	0.0	0.0	0.0	3027.8

BRIDGES:

BR 2-016B ON K016 N. LITTLE CREEK ROAD OVER LITTLE RIVER

PROJECT SCOPE/DESCRIPTION: This project consists of replacing the existing corrugated metal pipe arches with prestressed concrete box beams on stub abutments additional work includes minor reconstruction of the approach roadway, installation of GARVEE rail as needed, and placement of riprap in the stream to prevent scour. The work will be performed on parole full road closure with detour.

PROJECT JUSTIFICATION: there is significant corrosion at the waterline with 100% section lost at several locations throughout the pipe arches. The existing pipe arches are structurally deficient and were selected by the Pontis Bridge Management System for work.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 28, 32
Senatorial District: 14, 17
Estimated cost: \$706,000
MPO Priority Rating: N/A (Bridge)



BR 2-033B ON SR 15, CANTERBURY ROAD OVER HUDSON BRANCH

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Br 2-016B On K016 N. Little Creek Road Over Little River	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	4.0	16.0	0.0	0.0	0.0	0.0	20.0
	C	0.0	0.0	0.0	0.0	128.0	512.0	0.0	0.0	640.0
	Total	0.0	0.0	4.0	16.0	128.0	512.0	0.0	0.0	660.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

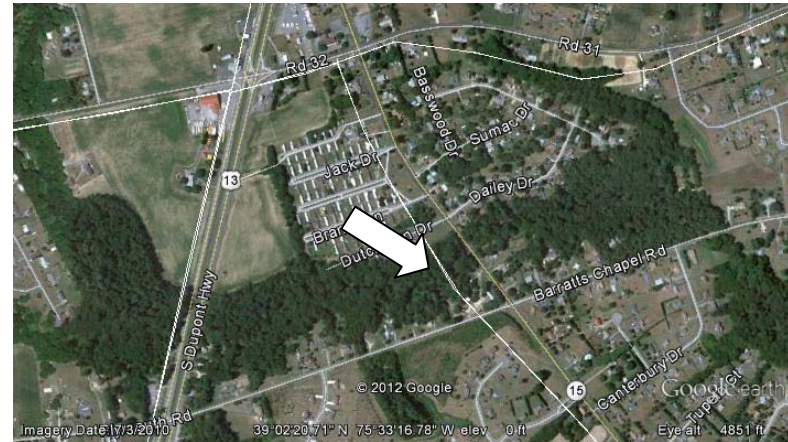
Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
Br 2-016B On K016 N. Little Creek Road Over Little River	PE	0.0	0.0	6.0	24.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0
	RW	0.0	0.0	4.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0
	C	0.0	0.0	0.0	0.0	128.0	512.0	0.0	0.0	0.0	0.0	640.0
	Total	0.0	0.0	10.0	40.0	128.0	512.0	0.0	0.0	0.0	0.0	690.0

BR 2-033B ON SR 15, CANTERBURY ROAD OVER HUDSON BRANCH

PROJECT SCOPE/DESCRIPTION: This project consists of replacing the existing bridge with a timber bridge or concrete frame. Other work will include placing riprap for scour protection, reconstructing the approach roadways, and installing steel beam guardrail.

PROJECT JUSTIFICATION: The existing structure is a timber bridge in poor condition that needs to be replaced.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 33
Senatorial District: 706,000
MPO Priority Rating: N/A (Bridge)



BR 2-033B ON SR 15, CANTERBURY ROAD OVER HUDSON BRANCH

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
BR 2-033B on SR 15, Canterbury Road over Hudson Branch	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	11.2	0.0	0.0	0.0	0.0	0.0	0.0	11.2
	C	0.0	0.0	0.0	0.0	131.0	524.0	0.0	0.0	655.0
	Total	0.0	11.2	0.0	0.0	131.0	524.0	0.0	0.0	666.2

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
BR 2-033B on SR 15, Canterbury Road over Hudson Branch	PE	4.9	19.6	2.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	34.5
	RW	0.0	0.0	2.8	11.0	0.0	0.0	0.0	0.0	0.0	0.0	13.8
	C	0.0	0.0	0	0.0	0.0	655.0	0.0	0.0	0.0	0.0	655.0
	Total	4.9	19.6	4.8	19.0	0.0	655.0	0.0	0.0	0.0	0.0	703.3

BR 2-100a ON K040 SCHOOL LANE OVER DUCK CREEK, CLAYTON

PROJECT SCOPE/DESCRIPTION: This project consists of replacing the existing bridge with a t concrete frame. Other work will include placing riprap for scour protection, reconstructing the approach roadways, and installing steel beam guardrail.

PROJECT JUSTIFICATION: The existing structure is in poor condition that needs to be replaced. The bridge currently ranks 18th on DelDOT's 2010 bridge deficiency list.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 28, 29
Senatorial District: 15
Estimated Cost: \$1,150,000
MPO Priority Rating: N/A (Bridge)



BR 2-040-A ON K040 SCHOOL LANE OVER DUCK CREEK, CLAYTON

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Br 2-040-A on K040 School Lane over Duck Creek, Clayton	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
Br 2-040-A on K040 School Lane over Duck Creek, Clayton	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	1.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.4
	C	64.4	257.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	321.8
	Total	66.1	264.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	330.2

BR 2-059 D ON K059 WHITELEYSBURG ROAD OVER HORSEPEN ARM DITCH

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of the existing concrete encased steel girder bridge with prestressed concrete box beams on stubabutments. Additional work includes minor reconstruction of the approach of roadway, installation of guardrail as needed, and placement of riprap in the stream to prevent scour. The work will be performed under a full road closure with detour.

PROJECT JUSTIFICATION: There is significant corrosion of the steel beams we have 100% section loss at several locations throughout. The existing bridge is structurally deficient and was selected by the Pontis Bridge Management System for work. The bridge has been load posted for three tons.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 30
Senatorial District: 16
Estimated Cost: \$585, 000
MPO Priority Rating: N/A (Bridge)



BR 2-040-A ON K040 SCHOOL LANE OVER DUCK CREEK, CLAYTON

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Br 2-040-A on K040 School Lane over Duck Creek, Clayton	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0
	C	0.0	0.0	0.0	0.0	565.0	0.0	0.0	0.0	565.0
	Total	0.0	0.0	20.0	0.0	565.0	0.0	0.0	0.0	585.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
Br 2-040-A on K040 School Lane over Duck Creek, Clayton	PE	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0
	RW	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0
	C	0.0	0.0	0.0	0.0	565.0	0.0	0.0	0.0	0.0	0.0	565.0
	Total	0.0	0.0	40.0	0.0	565.0	0.0	0.0	0.0	0.0	0.0	605.0

BR 2-100A ON K330 DENNEYS ROAD OVER FORK BRANCH, DOVER-

PROJECT SCOPE/DESCRIPTION: This project consists of replacing the existing bridge with a timber bridge or concrete frame. Other work will include placing riprap for scour protection, reconstructing the approach roadways, and installing steel beam guardrail.

PROJECT JUSTIFICATION: The existing pipes are in poor condition that needs to be replaced. It is currently ranked 48th on the 2010 DelDOT Bridge Deficiency List.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 28
Senatorial District:
Estimated Cost: \$663,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
BR 2-100A on K330 Denneys Road over Fork Branch, Dover-	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
BR 2-100A on K330 Denneys Road over Fork Branch, Dover-	PE	6.3	25.2	2.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	41.5
	RW	2.8	11.2	2.8	11.2	0.0	0.0	0.0	0.0	0.0	0.0	28.0
	C	0.0	0.0	0.0	0.0	0.0	612.0	0.0	0.0	0.0	0.0	612.0
	Total	9.1	36.4	4.8	19.2	0.0	612.0	0.0	0.0	0.0	0.0	681.5

BR 2-112B ON K112 BURRVILLE ROAD OVER SAULSBURY DITCH, TABER FOREST

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of the existing corrugated metal pipes with a precast concrete three-sided frame using the clear zone concept. Additional work includes minor reconstruction of the approach roadway and placement of riprap in the stream to prevent scour.

PROJECT JUSTIFICATION: The existing pipes are structurally deficient. This bridge is currently ranked 57th on the 2010 DelDOT Bridge Deficiency List.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 30
Senatorial District: 16
Estimated Cost: \$586,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
BR 2-112B \on K112 Burrville Road over Saulsbury Ditch, Taber Forest	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	3.4	13.6	3.2	12.8	0.0	0.0	17.0
	C	0.0	0.0	0.0	0.0	105.8	423.2	0.0	0.0	529.0
	Total	0.0	0.0	3.4	13.6	105.8	426.0	0.0	0.0	546.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
BR 2-112B \on K112 Burrville Road over Saulsbury Ditch, Taber Forest	PE	5.5	22.0	3.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	42.5
	RW	0.0	0.0	0.2	0.8	3.2	12.8	0.0	0.0	0.0	0.0	17.0
	C	0.0	0.0	0.0	0.0	105.8	423.2	0.0	0.0	0.0	0.0	529.0
	Total	5.5	22.0	3.2	12.8	109.0	436.0	0.0	0.0	0.0	0.0	588.5

BR 2-114C ON K114 TODD'S CHAPEL ROAD OVER TOMAHAWK BRANCH

PROJECT SCOPE/DESCRIPTION: this project involves the replacement of three large corrugated metal plate arches we have three five-foot diameter reinforced concrete pipes. The approach roadways will be reconstructed as needed and riprap will be placed in the stream for scour protection. The work will be performed under a full road closure with a detour.

PROJECT JUSTIFICATION: the existing pipe arches are structurally deficient and were selected by the Pontis Bridge Management System for work. There is corrosion at the waterline with 100% section lost at some locations. This bridge was ranked 13th on the 2011 DelDOT Bridge efficiency and list and has been posted for load restriction of 15 tons.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 30
Senatorial District: 16
Estimated Cost: 254,400
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Br 2-114C On K114 Todd's Chapel Road Over Tomahawk Branch	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	3.6	14.4	0.0	0.0	0.0	0.0	18.0
	C	0.0	0.0	60.0	240.0	0.0	0.0	0.0	0.0	300.0
	Total	0.0	0.0	63.6	254.4	0.0	0.0	0.0	0.0	318.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
Br 2-114C On K114 Todd's Chapel Road Over Tomahawk Branch	PE	0.0	0.0	0.1	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.4
	RW	0.0	0.0	3.6	14.4	0.0	0.0	0.0	0.0	0.0	0.0	18.0
	C	0.0	0.0	59.9	239.7	0.0	0.0	0.0	0.0	0.0	0.0	299.6
	Total	0.0	0.0	63.6	254.4	0.0	0.0	0.0	0.0	0.0	0.0	318.0

BR 2-158A ON K158CHESTNUT GROVE ROAD OVER CAHOON BRANCH,

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of the existing corrugated metal pipes with a precast concrete three-sided frame. Additional work includes minor reconstruction of the approach roadway, installation of guardrail as needed, and placement of riprap in the stream to prevent scour.

PROJECT JUSTIFICATION: The existing pipes are structurally deficient. This bridge is currently ranked 82nd on the 2010 DelDOT Bridge Deficiency List.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 31
Senatorial District: 15, 17
Estimated Cost: \$586,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
BR 2-158A on K158 Chestnut Grove Road over Cahoon Branch,	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	11.2	0.0	0.0	0.0	0.0	0.0	0.0	11.2
	C	0.0	0.0	120.6	482.4	0.0	0.0	0.0	0.0	603.0
	Total	0.0	11.2	120.6	482.4	0.0	0.0	0.0	0.0	614.2

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
BR 2-158A on K158 Chestnut Grove Road over Cahoon Branch,	PE	5.8	23.4	2.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	39.2
	RW	2.8	11.2	2.8	11.2	0.0	0.0	0.0	0.0	0.0	0.0	28.0
	C	0.0	0.0	20.0	80.0	100.6	402.4	0.0	0.0	0.0	0.0	603.0
	Total	8.6	34.6	24.8	99.2	100.6	402.4	0.0	0.0	0.0	0.0	670.2

BR 2-163A ON K163 VICTORY CHAPEL ROAD OVER PENROSE BRANCH, PEARSONS CORNER

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of the existing corrugated metal pipe arches with a precast concrete three-sided frame. Additional work includes minor reconstruction of the approach roadway, installation of guardrail as needed, and placement of riprap.

PROJECT JUSTIFICATION: The existing pipes are structurally deficient. This bridge is currently ranked 70th on the 2010 DelDOT Bridge Deficiency List.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 29
Senatorial District: 15
Estimated Cost: \$643,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
BR 2-163A On K163 Victory Chapel Road Over Penrose Branch, Pearsons Corner	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	11.2	0.0	0.0	0.0	0.0	0.0	0.0	11.2
	C	0.0	0.0	118.8	475.2	0.0	0.0	0.0	0.0	594.0
	Total	0.0	11.2	118.8	475.2	0.0	0.0	0.0	0.0	605.2

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
BR 2-163A On K163 Victory Chapel Road Over Penrose Branch, Pearsons Corner	PE	3.6	14.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.0
	RW	2.8	11.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0
	C	0.0	0.0	118.8	475.2	0.0	0.0	0.0	0.0	0.0	0.0	594.0
	Total	6.4	25.6	118.8	475.2	0.0	0.0	0.0	0.0	0.0	0.0	626.0

BR 2-166B ON K166 SHAWS CORNER ROAD OVER PINKS BRANCH, KENTON

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of the existing corrugated metal pipes with a precast concrete three-sided frame using the clear zone concept. Additional work includes minor reconstruction of the approach roadway and placement of riprap in the stream.

PROJECT JUSTIFICATION: The existing pipes are structurally deficient. This bridge is currently ranked 81st on the 2010 DelDOT Bridge Deficiency List.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 29
Senatorial District: 15
Estimated Cost: \$586,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
BR 2-166B On K166 Shaws Corner Road Over Pinks Branch, Kenton	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	3.4	13.6	0.0	0.0	0.0	0.0	17.0
	C	0.0	0.0	0.0	0.0	105.8	423.2	0.0	0.0	529.0
	Total	0.0	0.0	3.4	13.6	105.8	423.2	0.0	0.0	546.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
BR 2-166B On K166 Shaws Corner Road Over Pinks Branch, Kenton	PE	6.9	27.8	3.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	49.7
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	6.9	27.8	3.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	49.7

BR 2-195A ON K195 WEST RAILROAD AVE OVER ISSACS BRANCH, WYOMING

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of the existing corrugated metal pipes with prestressed, precast concrete beams on stub abutments. Additional work includes minor reconstruction of the approach roadway, installation of guardrail as needed, and placement of riprap in the stream.

PROJECT JUSTIFICATION: The existing pipes are structurally deficient and were selected by the Pontis Bridge Management System for work. This bridge is currently ranked 77th on the 2010 DelDOT Bridge Deficiency List.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 34
Senatorial District: 17
Estimated Cost: \$985,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
BR 2-195A on K195 West Railroad Ave over Issacs Branch, Wyoming	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	2.8	11.2	0.0	0.0	0.0	0.0	14.0
	C	0.0	0.0	0.0	0.0	180.6	721.4	0.0	0.0	902.0
	Total	0.0	0.0	2.8	11.2	180.6	721.4	0.0	0.0	916.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
BR 2-195A on K195 West Railroad Ave over Issacs Branch, Wyoming	PE	12.5	49.8	4.0	16.0	0.0	0.0	0.0	0.0			82.3
	RW	0.0	0.0	0.0	14.0	0.0	0.0	0.0	0.0			14.0
	C	0.0	0.0	0.0	0.0	0.0	903.0	0.0	0.0			903.0
	Total	12.5	49.8	4.0	28.0	0.0	903.0	0.0	0.0			997.3

BR 2-203A ON TODD'S MILL ROAD OVER ISSAC'S BRANCH, WYOMING

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of the existing concrete deck slab with precast prestressed concrete box beams with a hot mix overlay. Additional work includes rehabilitation of the existing concrete sheet piles, minor reconstruction of the approach roadway, installation of guardrail as needed, and placement of riprap.

PROJECT JUSTIFICATION: The bridge is structurally deficient and was selected by the Pontis Bridge Management System for work. The bridge currently ranks 113th out of 1,399 on the Department's 2009 bridge deficiency list.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 34
Senatorial District: 17
Estimated Cost: \$457,000
MPO Priority Rating: N/A (Bridge)



BR 2-203A ON TODD'S MILL ROAD OVER ISSAC'S BRANCH, WYOMING

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Br 2-203A on Todds Mill Road over the Issacs Branch	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	.0
	RW	0.0	7.2	0.0	0.0	0.0	0.0	0.0	0.0	7.2
	C	0.0	0.0	70.2	280.8	0.0	0.0	0.0	0.0	351.0
	Total	0.0	7.2	70.2	280.8	0.0	0.0	0.0	0.0	358.2

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
Br 2-203A on Todds Mill Road over the Issacs Branch	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	1.8	7.2	1.8	7.2	0.0	0.0	0.0	0.0	0.0	0.0	18.0
	C	0.0	0.0	70.2	280.8	0.0	0.0	0.0	0.0	0.0	0.0	351.0
	Total	1.8	7.2	72.0	288.0	0.0	0.0	0.0	0.0	0.0	0.0	369.0

BR 2-204A ON K204 APPLE GROVE SCHOOL ROAD OVER ISSACS BRANCH, WYOMING

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of the existing corrugated metal pipes with high density polyethylene (HDPE) pipes. Additional work includes minor reconstruction of the approach roadway and placement of riprap in the stream.

PROJECT JUSTIFICATION: The existing pipes are structurally deficient. This bridge is currently ranked 67th on the 2010 DelDOT Bridge Deficiency List.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 34
Senatorial District: 17
Estimated Cost: \$26,400
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
BR 2-204A On K204 Apple Grove School Road Over Issacs Branch, Wyoming	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

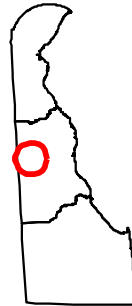
Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
BR 2-204A On K204 Apple Grove School Road Over Issacs Branch, Wyoming	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	17.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	17.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.0

BR 2-208 C on K 208 MAHAN CORNER ROAD, EMERGENCY SCOUR REPAIRS

PROJECT SCOPE/DESCRIPTION: This project involved emergency scour repairs due to Hurricane Irene. The work included back showing scour holes around the abutments, replacing the existing pier with the concrete bent on prestressed concrete piles, regreating eroded slopes, replacing guardrail, replacing the existing superstructure with new concrete voided slabs, and placing riprap in the stream for store protection.

PROJECT JUSTIFICATION: As a result of hurricane Irene, the existing Pier has been undermined. The bridge is considered scour critical in the roadway has been closed. The existing superstructure is over 50 years old and has reached the end of it Service Life. In addition, there have been major problems with concrete voided slabs with hot mix overlays built in the 1950s. Replacement of the existing superstructure will allow for substantial savings on the stream diversion system need for the scour repairs.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 30
Senatorial District: 15
Estimated Cost: \$928,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
BR 2-204A On K204 Apple Grove School Road Over Issacs Branch, Wyoming	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
BR 2-204A On K204 Apple Grove School Road Over Issacs Branch, Wyoming	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.0
	C	0.0	0.0	121.1	167.2	0.0	0.0	0.0	0.0	0.0	0.0	288.3
	Total	0.0	0.0	137.1	167.2	0.0	0.0	0.0	0.0	0.0	0.0	304.3

BR 2-371A ON K371 BARRETTS CHAPEL ROAD OVER DOUBLE RUN, FREDRICA

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of Bridge 2-371A, consisting of 3 large-span corrugated metal pipe arches, with three 8-foot diameter reinforced concrete pipes. The approach roadways will be reconstructed as needed. Additional work includes placing riprap for scour protection and installing guardrail as necessary.

PROJECT JUSTIFICATION: The existing pipe arches are structurally deficient. There is corrosion at the waterline with sagging of the crown under the roadway and separation at multiple joints. This bridge is currently ranked 116th on the 2010 DelDOT Bridge Deficiency List.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 33
Senatorial District: 16
Estimated Cost: \$323,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
BR 2-371A On K371 Barretts Chapel Road over Double Run, Fredrica	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0
	C	0.0	0.0	0.0	240.0	0.0	0.0	0.0	0.0	240.0
	Total	0.0	8.0	0.0	240.0	0.0	0.0	0.0	0.0	248.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
BR 2-371A On K371 Barretts Chapel Road over Double Run, Fredrica	PE	2.6	10.4	2.6	10.4	0.0	0.0	0.0	0.0	0.0	0.0	26.0
	RW	2.0	8.0	2.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0
	C	0.0	0.0	0.0	0.0	0.0	300.0	0.0	0.0	0.0	0.0	300.0
	Total	4.6	18.4	4.6	18.4	0.0	300.0	0.0	0.0	0.0	0.0	346.0

BR 2-381A ON K381, FOX CHASE ROAD OVER HUDSON BRANCH, CANTERBERRY

PROJECT SCOPE/DESCRIPTION: Replace the deteriorated corrugated metal pipe arches with a precast concrete frame. Reconstruct approaches and place guardrail as required. Place riprap in the stream to protect the structure from scour.

PROJECT JUSTIFICATION: The roadway has been closed due to concerns for the potential failure of the pipe arches. As such, it is structurally deficient and was selected for work..

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 33
Senatorial District: 16
Estimated Cost: 449,000
MPO Priority Rating: N/A (Bridge)



BR 2-381A ON K381, FOX CHASE ROAD OVER HUDSON BRANCH, CANTERBERRY

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Br 2-381a On K381, Fox Chase Road Over Hudson Branch, Canterberry	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
Br 2-381a On K381, Fox Chase Road Over Hudson Branch, Canterberry	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	19.0	76.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.1
	Total	19.0	76.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.1

BR 2-429A ON K429, JACKSON DITCH ROAD OVER HUDSON BRANCH, HARRINGTON

PROJECT SCOPE/DESCRIPTION: Replace deteriorated corrugate metal pipe arches with a precast concrete frame using the clear zone concept. Construction will be completed in one stage with a detour. Reconstruct approaches and place a scour countermeasure in the stream to protect the structure.

PROJECT JUSTIFICATION: This bridge contains a series of severely corroded corrugate metal pipe arches. The bridge was selected for work. It is structurally deficient and it is ranked 30th on the 2010 DelDOT Bridge Deficiency List.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 30
Senatorial District: 16
Estimated Cost: \$663,000
MPO Priority Rating: N/A (Bridge)



BR 2-429A ON K429, JACKSON DITCH ROAD BROWN'S BRANCH, HARRINGTON

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Br 2-429A on K429, Jackson Ditch Road over Hudson Branch, Harrington	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	373.6	0.0	0.0	0.0	0.0	0.0	0.0	373.6
	Total	0.0	373.6	0.0	0.0	0.0	0.0	0.0	0.0	373.6

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
Br 2-429A on K429, Jackson Ditch Road over Hudson Branch, Harrington	PE	7.0	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.0
	RW	5.6	22.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.0
	C	93.4	373.6	18.9	75.8	0.0	0.0	0.0	0.0	0.0	0.0	561.3
	Total	106.0	424.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	624.3

BR 2-501 ON WASHINGTON STREET OVER MISPILLION RIVER, MILFORD

PROJECT SCOPE/DESCRIPTION: This project consists of replacing the existing superstructure with prestressed concrete beams and a concrete deck. Additional work includes minor reconstruction of the approach roadway and sidewalks, repair of the cracks and spalls in the concrete abutments, and placement of riprap in the stream.

PROJECT JUSTIFICATION: The existing concrete abutments have cracks and spalls. The bridge is structurally deficient and was selected for work. This bridge is currently ranked 24th on the 2010 DelDOT Bridge Deficiency List.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 33
Senatorial District: 16, 18
Estimated Cost: \$750,000
MPO Priority Rating: N/A (Bridge)



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
BR 2-371A On K371 Barretts Chapel Road over Double Run, Fredrica	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	552.0	0.0	0.0	0.0	0.0	550.0
	Total	0.0	0.0	0.0	552.0	0.0	0.0	0.0	0.0	552.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
BR 2-371A On K371 Barretts Chapel Road over Double Run, Fredrica	PE	6.8	27.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	34.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	138.0	552.0	0.0	0.0	0.0	0.0	0.0	0.0	690.0
	Total	6.8	27.2	138.0	552.0	0.0	0.0	0.0	0.0	0.0	0.0	724.0

KENT COUNTY PIPE REPLACEMENTS, FEDERALLY FUNDED, 2012

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of large corrugated metal pipes or pipe are choose with a multiple cells of reinforced concrete pipes and four bridge locations; BR 2-131 A, 2-140 A, 2-160 A, and 2-286 A. The approach roadways will be reconstructed as needed and riprap will be placed in the streams for scour protection. The work will be performed under full road closures with detours.

PROJECT JUSTIFICATION: The existing pipes or pipe arches for each bridge are structurally deficient and were selected by the Pontis Bridge Management System for work. There is corrosion at the waterline with 100% section lost at some locations. These bridges were ranked in the 2012 DelDOT Bridge Deficiency List as follows: bridge 2-131 A ranked 81st, bridge 2-140 A ranked 87th, bridge 2-160 A ranked 55th, and bridge 2-286 A ranked 97th. .

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 29, 30
Senatorial District: 15
Estimated Cost: \$1,613,000
MPO Priority Rating: N/A (Bridge)

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
<i>KENT COUNTY PIPE REPLACEMENTS , FEDERALLY FUNDED, 2012</i>	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	552.0	0.0	0.0	0.0	0.0	550.0
	Total	0.0	0.0	0.0	552.0	0.0	0.0	0.0	0.0	552.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
<i>KENT COUNTY PIPE REPLACEMENT S, FEDERALLY FUNDED, 2012</i>	PE	0.0	0.0	22.0	88.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
	RW	0.0	0.0	0.0	0.0	16.0	64.0	0.0	0.0	0.0	0.0	80.0
	C	0.0	0.0	0.0	0.0	300.2	1200.8	0.0	0.0	0.0	0.0	1501.0
	Total	0.0	0.0	22.0	88.0	316.2	1264.8	0.0	0.0	0.0	0.0	1681.0

KENT COUNTY PIPE REPLACEMENTS, STATE FUNDED, 2012

PROJECT SCOPE/DESCRIPTION: This project involves the replacement of large corrugated metal pipes or pipe are choose with a multiple cells of reinforced concrete pipes and four bridge locations; bridges 2-125A, 2-126A, 2-156B, and 2-317A. The approach roadways will be reconstructed as needed and riprap will be placed in the streams for scour protection. The work will be performed under full road closures with detours.

PROJECT JUSTIFICATION: The existing pipes or pipe arches for each bridge are structurally deficient and were selected by the Pontis Bridge Management System for work. There is corrosion at the waterline with 100% section lost at some locations. These bridges were ranked in the 2012 DelDOT Bridge Deficiency List as follows: bridge 2-125 A ranked 18th, 2-126 a ranked 56th, 2-156 B ranked 96 and 2-317 A ranked 103rd.

County: Kent
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 28, 29, 34
Senatorial District: 14, 15
Estimated Cost: \$975,000
MPO Priority Rating: N/A (Bridge)

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
KENT COUNTY PIPE REPLACEMENTS , FEDERALLY FUNDED, 2012	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	552.0	0.0	0.0	0.0	0.0	550.0
	Total	0.0	0.0	0.0	552.0	0.0	0.0	0.0	0.0	552.0

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
KENT COUNTY PIPE REPLACEMENTS, STATE FUNDED, 2012	PE	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0
	RW	0.0	0.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	60.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	915.0	0.0	0.0	0.0	915.0
	Total	0.0	0.0	75.0	0.0	60.0	0.0	915.0	0.0	0.0	0.0	1050.0

TRANSPORTATION FACILITIES

Guaranteed Energy Savings Agreement-Siemens

Project description: improvements to internal and external lighting systems, HVAC improvements, and building envelope improvements to the administration building, Dover DMV, and Dover inspection Lanes.

Project justification: project will replace agency and equipment and systems at the administration building, Dover DMV, and Dover inspection Lanes while reducing the overall energy consumption.

County: Kent
Funding Program: Transportation Facilities
Functional Category: Management
Representative District: Statewide
Senatorial District: Statewide
Estimated Cost: \$1,479,000

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Guaranteed Energy Savings Agreement- Siemens	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 school more

Note: When there is a Federal Spend – with no authorization/obligation listed for the FY12 Federal – Phase was previously authorized or planned to be authorized/obligated prior to September 30, 2011.

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
Guaranteed Energy Savings Agreement- Siemens	C	0.0	0.0	1479.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1479.0
	Total	0.0	0.0	1479.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1479.0

TRANSIT SYSTEM -FACILITIES

DOVER MAINTENANCE BUILDING LIFT REPLACEMENT

PROJECT SCOPE/DESCRIPTION: This project will replace the in ground lifts used for bus maintenance at the Dover maintenance facility.

PROJECT JUSTIFICATION: The lift manufacturer went out of business, and the ability to get replacement parts is limited. Failure to replace the lift will impact DART's ability to properly maintain fixed route and paratransit fleets.

County: Kent
Funding Program: Transit System – Facilities
Functional Category: Renovation
Representative District: 32
Senatorial District: 17
Estimated Cost: \$620,000



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Dover Maintenance Building Lift Replacement	C	60.0	240.0	60.0	240.0	0.0	0.0	0.0	0.0	600.0
	Total	60.0	240.0	60.0	240.0	0.0	0.0	0.0	0.0	600.0

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
Dover Maintenance Building Lift Replacement	C	60.0	240.0	64.0	256.0	0.0	0.0	0.0	0.0	0.0	0.0	604.0
	Total	60.0	240.0	64.0	256.0	0.0	0.0	0.0	0.0	0.0	0.0	604.0

DOVER FACILITY IMPROVEMENTS – INTERIOR REPAIRS

PROJECT SCOPE/DESCRIPTION: This project will include ongoing minor capital improvements to the Dover Administration and Operations Building.

PROJECT JUSTIFICATION: Ongoing improvements will increase the useful life of the facility.

County: Kent
Funding Program: Transit System – Facilities
Functional Category: Renovation
Representative District: 32
Senatorial District: 17
Estimated Cost: \$100,000



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
DOVER FACILITY IMPROVEMENTS – INTERIOR REPAIRS	C	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
	Total	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
DOVER FACILITY IMPROVEMENT S – INTERIOR REPAIRS	C	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
	Total	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0

DOVER TRANSIT CENTER

PROJECT SCOPE/DESCRIPTION: This project will include agreements to build a scaled-down Dover Transit Center building at the Transit facility at Queen and Water Streets in Dover.

PROJECT JUSTIFICATION: This will increase the transit facilities at the Dover Center including services to transit riders.

County: Kent
Funding Program: Transit System – Facilities
Functional Category: Construction
Representative District: 32
Senatorial District: 17
Estimated Cost: \$5,588,649 if



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State	FY 2012 Federal	FY 2013 State	FY2013 Federal	FY 2014 State	FY 2014 Federal	FY 2015 State	FY 2015 Federal	FY 2012-2015 Total
DOVER TRANSIT CENTER –	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CC	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

The project is designed to use no State or Federal funding for building construction

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/Other	FY 2012 Federal	FY 2013 State/Other	FY2013 Federal	FY 2014 State/Other	FY 2014 Federal	FY 2015 State/Other	FY 2015 Federal	FY 2016 State/Other	FY 2016 Federal	FY 2012-2016 Total
DOVER TRANSIT CENTER –	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	250.0	0.0	0.0	0.0	0.0	0.0	0.0	250.0
	Total	0.0	0.0	0.0	250.0	0.0	0.0	0.0	0.0	0.0	0.0	250.0

DOVER TRANSIT CENTER – PHASE 2

PROJECT SCOPE/DESCRIPTION: This project will include agreements to build a new Dover Transit Center building at the Transit facility at Queen and Water Streets in Dover.

PROJECT JUSTIFICATION: This will increase the transit facilities at the Dover Center including services to transit riders.

County: Kent
Funding Program: Transit System – Facilities
Functional Category: Construction
Representative District: 32
Senatorial District: 17
Estimated Cost: \$6,001,000



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State	FY 2012 Federal	FY 2013 State	FY2013 Federal	FY 2014 State	FY 2014 Federal	FY 2015 State	FY 2015 Federal	FY 2012-2015 Total
DOVER TRANSIT CENTER – PHASE 2	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CC	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

The project is designed to use no State or Federal funding for building construction

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/Other	FY 2012 Federal	FY 2013 State/Other	FY2013 Federal	FY 2014 State/Other	FY 2014 Federal	FY 2015 State/Other	FY 2015 Federal	FY 2016 State/Other	FY 2016 Federal	FY 2012-2016 Total
DOVER TRANSIT CENTER – PHASE 2	PD	6001.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE		0.0	0.0	0.0							0.0
	ROW		0.0	0.0	0.0							0.0
	C		0.0	0.0	0.0							0.0
	Total	6001.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

DOVER BUS PARKING RECONFIGURATION

PROJECT SCOPE/DESCRIPTION: DTC's Dover Maintenance and Operations facility must accommodate the growth of services in Kent County. The number of buses needed to serve Kent County has outgrown the current parking configuration. Changing the configuration will allow DTC to park these buses within the current property lines.

PROJECT JUSTIFICATION: DTC's Dover Maintenance and Administration facility was built in 2001. The parking design was for 71 bus spaces. As of December 14, 2010, 95 buses were being parked at Dover. With more buses planned in the future and the need to park buses safely, a new bus parking configuration is needed.

County: Kent
Funding Program: Transit System – Facilities
Functional Category: Renovation
Representative District: 32
Senatorial District: 17
Estimated Cost: \$575,000



Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Dover Bus Parking Reconfiguration	PE	15.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	100.0	400.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	115.0	460.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
Dover Bus Parking Reconfiguration	PE	15.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0
	C	0.0	0.0	100.0	400.0	0.0	0.0	0.0	0.0	0.0	0.0	500.0
	Total	15.0	60.0	160.0	400.0	0.0	0.0	0.0	0.0	0.0	0.0	575.0

TRANSIT SYSTEM –VEHICLES

PREVENTATIVE MAINTENANCE – KENT COUNTY

PROJECT SCOPE/DESCRIPTION: FTA permits the use of federal funds for vehicle preventative maintenance.

PROJECT JUSTIFICATION: Funding will support preventative maintenance of fixed route and paratransit vehicles, ensuring the reliability of the service.

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Maintenance
Estimated Cost: \$835,100

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Preventative Maintenance – Kent County	OTHER	0.0	95.4	0.0	95.4	0.0	95.4	0.0	95.4	381.6
	Total	0.0	95.4	0.0	95.4	0.0	95.4	0.0	95.4	381.6

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
Preventative Maintenance – Kent County	OTHER	23.9	95.4	23.9	95.4	23.9	95.4	23.9	95.4	23.9	95.4	596.5
	Total	23.9	95.4	23.9	95.4	23.9	95.4	23.9	95.4	23.9	95.4	596.5

TRANSIT VEHICLE EXPANSION: CUMMULATIVE

PROJECT SCOPE/DESCRIPTION: This project will purchase buses to support the expansion of fixed-route and paratransit services in Kent County.

PROJECT JUSTIFICATION: The investment in transit vehicles is necessary to support growth and demand in Kent County.

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Expansion
Estimated Cost: \$3,372,500

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
Transit Vehicle Expansion	PRO	49.3	197.3	0.0	0.0	48.1	192.3	49.5	198.1	51.0	204.0	1880.7
	Total	49.3	197.3	0.0	0.0	48.1	192.3	49.5	198.1	51.0	204.0	1880.7

This activities contributing to this cumulative total are identified on the following pages.

TRANSIT VEHICLE EXPANSION: DOVER/REHOBOTH SHUTTLE 35' LOW FLOOR (Route 307)

PROJECT SCOPE/DESCRIPTION: This project will purchase two 35-foot low-floor buses to provide expanded fixed route service in the Dover/Rehoboth area.

PROJECT JUSTIFICATION: DTC's business plan recommends expansion of fixed route service in the Dover/Rehoboth area.

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Expansion
Representative District: 32
Senatorial District: 18
Estimated Cost: \$891,100

DOVER/REHOBOTH SHUTTLE

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
30' Low Floor (2) Replace MD 30'	PRO	290.3	1161.4	0.0	0.0	0.0	712.9	0.0	0.0	2164.6
	Total	290.3	1161.4	0.0	0.0	0.0	712.9	0.0	0.0	2164.6

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
30' Low Floor (2 have) Replace MD 30'	PRO	0.0	0.0	0.0	0.0	0.0	0.0	178.2	712.9			891.1
	Total	0.0	0.0	0.0	0.0	0.0	0.0	178.2	712.9			891.1

TRANSIT VEHICLE EXPANSION: DOVER/SEAFORD SHUTTLE 35' LOW FLOOR (Route 309)

PROJECT SCOPE/DESCRIPTION: This project will purchase two (2) 30 foot low-floor buses to provide expanded fixed route service in the western Sussex County area. Expenditures projected for 2018.

PROJECT JUSTIFICATION: DTC's business plan recommends expansion of fixed route service from Dover to western Sussex County.

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Expansion
Representative District: 32, 39
Senatorial District: 17, 21
Estimated Cost: \$971,700

DOVER/SEAFORD SHUTTLE S

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Transit Vehicle Expansion: Dover/Seaford Shuttle 35' Low Floor (2)	PRO	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
Transit Vehicle Expansion: Dover/Seaford Shuttle 35' Low Floor (2)	PRO	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

TRANSIT VEHICLE EXPANSION: PARATRANSIT BUSES

PROJECT SCOPE/DESCRIPTION: This project will purchase 12 paratransit buses to provide expanded service in Kent County. The expansion schedule includes two buses each year in FY14 through FY18.

PROJECT JUSTIFICATION: Additional paratransit vehicles are needed to meet growing demand for paratransit service in Kent County.

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Expansion
Representative District: 32
Senatorial District: 17
Estimated Cost: \$1,509,700

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
(8) Paratransit Buses	PRO	49.3	197.3	48.1	192.3	49.5	198.1	51.0	204.0	989.6
	Total	49.3	197.3	48.1	192.3	49.5	198.1	51.0	204.0	989.6

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
(8) Paratransit Buses	PRO	49.3	197.3	0.0	0.0	48.1	192.3	49.5	198.1	51.0	204.0	989.6
	Total	49.3	197.3	0.0	0.0	48.1	192.3	49.5	198.1	51.0	204.0	989.6

TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT: CUMMULATIVE

PROJECT SCOPE/DESCRIPTION: This project consists of transit vehicle replacements and refurbishments for vehicles in Kent County including paratransit buses and support vehicles.

PROJECT JUSTIFICATION: The investment in transit vehicles is necessary to maintain the service to meet the demand in Kent County.

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Preservation
Estimated Cost: \$9,359,400
CTP page:

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Transit Vehicle Expansion	PRO	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY 2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
Transit Vehicle Expansion	PRO	175.7	703.0	181.1	591.9	362.0	1447.9	353.2	1412.9	242.5	970.2	6440.4
	Total	175.7	703.0	181.1	591.9	362.0	1447.9	353.2	1412.9	242.5	970.2	6440.4

This activity includes the following four described items, the replacement and maintenance of: cut-away buses and related support vehicles identified on the following pages.

TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT: PARATRANSIT BUSES

PROJECT SCOPE/DESCRIPTION: This project will replace cut-away buses for paratransit service in Kent County. The replacement schedule includes 10 in FY 2012, 8 in FY 2013, 19 in FY 2014, and 18 in FY 2015, 12 in FY 2016.

PROJECT JUSTIFICATION: The investment in transit vehicle replacement and refurbishment is necessary to meet the projected vehicle replacement schedule.

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Preservation
Estimated Cost: \$8,487,000

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY2012- 2015 Total
Paratransit Buses	PRO	144.8	579.3	362.0	1477.9	353.2	1412.9	242.5	970.2	5542.8
	Total	144.8	579.3	362.0	1477.9	353.2	1412.9	242.5	970.2	5542.8

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
Paratransit Buses	PRO	175.7	703.0	148.0	591.9	362.0	1447.9	353.2	1412.9	242.5	970.2	6407.3
	Total	175.7	703.0	148.0	591.9	362.0	1447.9	353.2	1412.9	242.5	970.2	6407.3

TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT: SUPPORT VEHICLES

PROJECT SCOPE/DESCRIPTION: This project will purchase support vehicles to enable staff to monitor and maintain DTC operations and facilities in Kent County.

PROJECT JUSTIFICATION: The investment in support vehicle replacement is necessary to meet the projected vehicle replacement schedule.

County: Kent
Funding Program: Transit System – Vehicles
Functional Category: Preservation
Estimated Cost: \$244,000

Project Authorization Schedule (X \$000)										
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2012- 2015 Total
Support Vehicles	PRO	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Project Funding Schedule (X \$000)												
Project	Phase	FY 2012 State/ Other	FY 2012 Federal	FY 2013 State/ Other	FY2013 Federal	FY 2014 State/ Other	FY 2014 Federal	FY 2015 State/ Other	FY 2015 Federal	FY 2016 State/ Other	FY 2016 Federal	FY 2012- 2016 Total
Support Vehicles	PRO	22.6	0.0	33.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	55.7
	Total	22.6	0.0	33.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	55.7

APPENDIX F
Population and Employment Estimates
As Amended 3-7-2012

APPENDIX H

Population and Households Estimates

Traffic Analysis Zone Number	March 7, 2012		Occupied Housing Units Projected for 2020	Occupied Housing Units Projected for 2040
	Population Projected for 2020	Population Projected for 2040		
K001	253	269	90	99
K002	1491	1555	531	570
K003	1375	1466	489	537
K004	800	910	285	333
K005	991	1004	353	368
K006	75	80	27	30
K007	411	468	149	174
K008	1875	1844	673	682
K009	1893	2033	686	758
K010	653	715	254	287
K011	184	195	71	78
K012	2307	2646	898	1063
K013	567	638	218	253
K014	1170	1342	424	501
K015	159	169	61	67
K016	1792	1906	649	711
K017	704	770	255	287
K018	1824	1807	661	674
K019	112	119	42	46
K020	1197	1536	457	605
K021	796	847	296	325
K022	358	359	133	138
K023	496	527	193	212
K024	3480	4258	1365	1724
K025	308	649	121	263
K026	472	517	184	208
K027	850	930	331	374
K029	1102	1172	410	449
K054	153	163	63	69
K055	266	283	109	120
K056	545	597	223	253
K057	661	666	271	282
K058	342	367	140	156
K059	1631	1668	668	707
K060	227	241	96	105
K074	1965	2152	822	932
K075	2595	2680	1086	1160
K076	969	1031	567	632
K077	757	805	329	367
K078	218	232	99	111
K079	2042	2172	840	948
K080	1976	2102	837	930

APPENDIX H

Population and Households Estimates

March 7, 2012

Traffic Analysis Zone Number	Population Projected for 2020	Population Projected for 2040	Occupied Housing Units Projected for 2020	Occupied Housing Units Projected for 2040
K081	314	464	136	208
K082	933	992	412	454
K083	1048	1115	435	478
K084	729	776	303	334
K085	171	182	77	85
K086	198	511	88	238
K087	2915	3608	1235	1590
K088	4379	4795	1704	1957
K089	1400	1606	541	640
K090	1150	1343	444	535
K091	2221	2386	910	1028
K092	2191	2445	859	1002
K093	2123	2324	836	960
K094	1803	2068	644	760
K095	969	1132	355	427
K096	2731	3190	979	1177
K097	1712	1821	618	679
K098	1987	2113	733	813
K099	2226	2367	840	925
K100	355	388	133	150
K101	368	391	138	151
K102	324	379	121	146
K103	1610	1880	553	664
K104	881	956	330	369
K105	400	934	150	361
K106	1263	1475	473	569
K107	3193	3429	1319	1478
K108	587	624	213	233
K109	333	365	121	137
K110	664	775	257	310
K111	302	331	116	131
K112	301	335	116	133
K113	228	243	82	90
K114	185	197	76	83
K115	1910	2171	827	974
K116	280	304	121	136
K117	49	53	21	23
K118	52	55	22	24
K119	32	34	14	15
K120	291	313	93	102
K121	809	869	259	285
K122	583	663	209	245
K123	2436	2845	837	1005

APPENDIX H

Population and Households Estimates

March 7, 2012

Traffic Analysis Zone Number	Population Projected for 2020	Population Projected for 2040	Occupied Housing Units Projected for 2020	Occupied Housing Units Projected for 2040
K124	1554	1880	589	734
K125	2209	2631	860	1057
K126	448	514	180	213
K127	676	719	272	298
K128	337	376	131	151
K129	1792	1906	695	762
K130	275	567	110	235
K131	433	506	163	196
K132	1470	1717	564	680
K133	1265	1397	491	560
K134	1238	1574	465	610
K139	2295	2680	918	1121
K142	1064	1465	422	613
K207	493	820	198	340
K208	539	636	213	259
K209	735	858	297	361
K210	585	958	230	388
K211	621	1143	243	463
K212	425	546	167	221
K213	1218	1681	489	697
K214	187	201	73	81
K215	8	8	3	3
K216	252	286	98	115
K217	2615	2996	937	1105
K218	2166	2529	744	894
K219	1708	1994	587	705
K220	1685	1968	604	726
K221	3853	4420	1381	1631
K222	2684	2995	948	1089
K223	3667	4169	1296	1516
K224	3259	3705	1120	1309
K225	1300	1396	504	558
K226	810	887	311	352
K227	270	316	104	125
K228	1418	1508	516	565
K229	2371	2769	862	1037
K230	948	1107	345	415
K231	2898	3385	1193	1440
K232	1057	1179	396	455
K233	1303	1468	488	567
K234	870	989	310	362
K235	3955	4619	1449	1743
K236	408	778	149	294

APPENDIX H

Population and Households Estimates

March 7, 2012

Traffic Analysis Zone Number	Population Projected for 2020	Population Projected for 2040	Occupied Housing Units Projected for 2020	Occupied Housing Units Projected for 2040
K237	1576	1841	565	679
K238	12	13	4	5
K239	1400	1635	507	610
K240	1119	1272	419	491
K241	403	479	151	185
K242	1100	1227	428	493
K243	1175	1323	452	525
K244	691	879	260	341
K245	132	142	50	55
K246	220	236	92	102
K247	1316	1400	551	606
K248	338	359	141	156
K249	780	837	329	369
K250	779	828	458	514
K251	159	169	62	68
K252	590	627	255	281
K253	1047	1124	453	504
K254	1177	1252	456	501
K255	279	297	119	131
K256	576	612	252	282
K257	1433	1539	628	712
K258	765	894	448	548
K259	373	618	161	277
K260	2519	2381	996	972
K261	477	508	179	196
K262	3062	3577	1098	1320
K263	529	568	223	248
K264	2440	2774	897	1084
K265	96	106	42	47
K266	3719	4150	1393	1602
SUM	180321	205049	69386	81646